

PUBLIC COMMENTS (PC)-A

PC-A1

From: Jared_Abe@vfc.com
Sent: Thursday, June 21, 2012 4:02 PM
To: Parsons, 405.dedcomments
Subject: Leave Our Wall Alone Please

To whom it may concern,






As a parent of 2 in the College Park East neighborhood, we frequent the parks often. Our bike routes to the parks involve riding along the current freeway wall. As it is now, there are bike lanes on each side of the road, so my children are safe in either direction. Our neighborhood is known for the many bike riders, walkers, and joggers, especially along the freeway wall. As both a pedestrian and car driver, I feel those roads are safe and can't imagine what type of safety issues it would cause to move the wall in. Not to mention there are 2 parks that would be affected by the wall relocation. As a parent and adult, I feel it's our responsibility to stand up for our children who don't have a voice in this matter. The pollution in our neighborhood is bad enough as it is, please don't allow the wall to be moved in order to create more room for more vehicles. Instead, push to encourage more car pooling. Adding more lanes is only a temporary solution to an ever growing problem. Everyone as a whole should have to make sacrifices to the traffic issues in our city, not just one neighborhood. Yes to car pooling and other solutions and a big NO to moving the wall and creating an unsafe atmosphere for the children.

Thanks you for your time,

Jared Abe
College Park East Resident


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PC-A2

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|--|---|---|---|
|  | I-405 Improvement Project Public Hearing Comment Sheet | | |
| Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012. | | | |
| Meeting Venue (please check one of the following): | | | |
| <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College | <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium | | |
| <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center | <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center | | |
| Name (First and Last): <u>Laine Acevez</u> | | | |
| Organization: _____ | | | |
| Address (Optional): _____ | | | |
| Phone Number: _____ | Email address: _____ | | |
| Comments: <u>Less Traffic</u> | | | |
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| (Space for comments continued on reverse) | | | |
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PC-A3

PC-A3 Translation

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Martina Acosta
Organization: Labor Local 652
Address (Optional): _____
Phone Number: _____ Email address: _____

Comments: todos los proyectos que ayuden
A mejorar las condiciones de vida
de las comunidades
deben ser aprobados lo mas pronto
posible, con el paso del tiempo las
cosas empeoran, los precios suben
todo debe arreglarse pronto,
por el bien de las comunidades.
y oportunidades de trabajo Gracias

(Space for comments continued on reverse)

Comment:

All the projects that help improve the quality of life of the communities should be approved as fast as possible. As time passes by, the existing conditions worsen, prices increase, and everything should be resolved as soon as possible for the well being of the communities and job opportunities. Thank you.

PC-A4

From: cadams29@ca.rr.com
Sent: Friday, June 08, 2012 9:18 PM
To: Parsons, 405.dedcomments
Subject: San Diego Freeway (I-405) Improvement Project

Why isn't there some sort of metro-rail alternative included in the project? We can't continue to depend upon automobiles as the primary mode of transportation as the population continues to grow, otherwise our freeways will need to be widened again in a couple more decades, turned into double-deck roadways, or additional freeways added. At some point, widening the freeways or adding additional freeways is going to require the removal of existing businesses and homes. Why not build a rail system on the existing freeways instead of adding additional general purpose lanes, carpool lanes, or toll lanes?

As for alternative 3 that would require the replacement of the recently widened Fairview Street overpass, that would waste the millions of dollars spent by the City of Costa Mesa for that overpass widening.

Sincerely,
Craig Adams

PC-A5

From: Jim Adams [jimeadams@sbcglobal.net]
Sent: Monday, June 18, 2012 10:51 AM
To: Parsons, 405.dedcomments
Subject: I-405 Improvement Project Public Hearing

Hello: I attended the Public Hearings for the I-405 Improvement Project on June 4, 2012 and June 14, 2012. After listening to two presentations and viewing the video numerous times, the following is my comments regarding the project.

Although I don't live in the corridor, I travel the corridor, as well as other corridors in Orange County on a regular basis. I am a 52 year resident of Orange County residing at 436 S. Camellia Street in Anaheim, CA 92804.

I would prefer the Alternative #3 over the other alternatives for various reasons. First, I am of the belief that even though it is new and people don't adapt easily to changes the express (toll) lanes is the way to future travel in Southern California. Secondly, it will contribute to the funding of the projects, and third, the projected travel time between the 73 and the 605 makes it even more appealing.

I am very supportive of the project and thank you for the opportunity to make comments.

Jim Adams, Council Representative
LA/OC Building Trades Council
(213) 483-4222

PC-A6

From: Arn Mira Adler [ArnMiraAdler@SBCGlobal.net]
Sent: Friday, June 22, 2012 10:37 AM
To: Parsons, 405.dedcomments
Subject: Comments: 405 Construction

Good morning. Please excuse my confusion regarding whether this should be addressed to Smita Deshpande, or M. Parsons. The [Orange County Register](#) article is unclear.

Please accept the following comments:






1. I am completely opposed to wasting the taxpayers' money by demolishing the \$7 million Fairview Street Bridge. This new bridge should have not have been constructed if there was a possibility that the area would need to be redesigned.
2. While the general purpose lanes (the second alternative) would clearly benefit the greatest number of users, the Authority should live within its means. An \$800 million shortfall at a time when we will see our children's education diminished again, our helpless ill and elderly inadequately cared for, and our colleges and universities hanging on by their teeth is not acceptable. If the people choose to fund any construction by approving a MILLAGE instead of paying INTEREST, so be it. The habit of using bonds, where the interest accrued is the equivalent of the face value of the project, literally doubles the cost.
3. The situation between the 22 Freeway, Valley View exit, and the 605 should have been resolved before the construction in that area began. Northbound, after enduring years of added congestion prior to the opening of the 7th Street Bridge, we are still going to endure some closures and faded striping which puts drivers at risk. Southbound, the area is a nightmare – one less lane leading to the 22, signs pointing off into vacant land (one of which is broken) are making this driver use surface streets rather than the freeway. How much money will it cost, depending on what decision is made, to finish this project? How long will it take? How long will it be before the fast lane on the eastbound 22 Freeway, which is now sprouting weeds, will again be available to those who paid for it?
4. There is a large "alert" electronic sign on the westbound 22 near Magnolia. It warns us to buckle up and avoid cell phone use. What it does not tell us is whether or not the traffic is backed up to Golden West, or how long it will take to get from Beach Boulevard to the 605. With proper warning, drivers might have the option of bailing out onto Beach Boulevard.
5. I certainly sympathize with the College Park East residents. If the sound wall is moved, the cost of resurfacing to reduce noise (as was done on the westbound 22 Freeway in the area of Euclid/Magnolia) might be factored into the project.

Generally, I am unfamiliar with the procedures the Authority might have in place to control the time frame of its projects. Has consideration ever been given to "swarming" part of a project, completing it, and then moving to another part, thus reducing the years an area is affected? I understand that this might not be appropriate; I simply do not understand why.

Thank you for your consideration.

Roberta S. Adler
13171 Coleman Place
Garden Grove, CA 92843-1217

PC-A8

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|  | <h1 style="margin: 0;">I-405 Improvement Project</h1> <h2 style="margin: 0;">Public Hearing</h2> <h3 style="margin: 0;">Comment Sheet</h3> | | | | | | | | |
| <p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p> | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Name (First and Last): <u>Juan Aguilar</u></td> </tr> <tr> <td colspan="2" style="padding: 5px;">Organization: <u>Labor Local 52</u></td> </tr> <tr> <td colspan="2" style="padding: 5px;">Address (Optional): <u>1606 E 14th St Santa Ana CA 92701</u></td> </tr> <tr> <td style="padding: 5px;">Phone Number: <u>714 543 5836</u></td> <td style="padding: 5px;">Email address:</td> </tr> </table> | | Name (First and Last): <u>Juan Aguilar</u> | | Organization: <u>Labor Local 52</u> | | Address (Optional): <u>1606 E 14th St Santa Ana CA 92701</u> | | Phone Number: <u>714 543 5836</u> | Email address: |
| Name (First and Last): <u>Juan Aguilar</u> | | | | | | | | | |
| Organization: <u>Labor Local 52</u> | | | | | | | | | |
| Address (Optional): <u>1606 E 14th St Santa Ana CA 92701</u> | | | | | | | | | |
| Phone Number: <u>714 543 5836</u> | Email address: | | | | | | | | |
| <p>Comments: <u>This project will make the traffic much easier to move. Also it will produce a lot of construction jobs and will help to stop the traffic congestion... and will prevent car accidents.</u></p> | | | | | | | | | |
| <p>(Space for comments continued on reverse)</p> | | | | | | | | | |
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PC-A10

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| | |
|--|---|
| Name (First and Last): <u>PEGGY ALLARD</u> | |
| Organization: _____ | |
| Address (Optional): <u>3630 VIOLET ST</u> | |
| Phone Number: <u>562-598-3987</u> | Email address: <u>allard4061@roadrunner.com</u> |

Comments:

I attended the meeting for I-405 Improvement Project on Tuesday, June 12th, 2012. After listening, reading and asking questions I decided to vote for Alternative 1 because it provides a continuous carpool land on both sides of the freeway, the wall will not need to be torn down and all is in line with Measure M.

If the wall is torn down it would cause:

1. Great expense with little relief to traffic congestion.
2. Replacement wall will be less stable and efficient.
3. Loss of parking.
4. Relocation of utilities.

(Space for comments continued on reverse)

PC-A11

From: Milton Allione [Milton.Allione@brillogy.com]
Sent: Tuesday, June 05, 2012 6:53 AM
To: Parsons, 405.dedcomments
Cc: Colleen O'Donoghue
Subject: Costa Mesa Public Hearing

Smita Deshpande
 Branch Chief - Caltrans District 12
 "Attn: 405 DEIR / DEIS Comment Period"
 2201 Dupont Drive
 Suite 200, Irvine, CA 92612

Last nights 'hearing' was a complete joke.

OCTA had no intent of hearing from the public, and tried several times to avoid public comments – i.e., the intent was to be nothing more than an informational presentation.

Public outcry forced the venue change, which was not set up to accommodate public comment.

Please ensure that future meeting hold provide a queue and microphone so all audience participants can hear questions and answers.

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PC-A12



I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

| | |
|--|----------------------|
| Name (First and Last): <u>John Almaraz</u> | |
| Organization: _____ | |
| Address (Optional): <u>1106 S. Lambert Dr Fullerton CA 92833</u> | |
| Phone Number: <u>7147730639</u> | Email address: _____ |


Comments: We need more Freeways, yes to more Lanes

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(Space for comments continued on reverse)



PC-A13



I-405 Improvement Project

Public Hearing

Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): JACK ALVARADO





Organization: 21004 ALVARADO LN

Address(Optional): LOMA LINDA, CA 92354


Phone Number: (909) 799 3202 Email address: _____

Comments: Improve our Freeways, yes to toll express lanes

(Space for comments continued on reverse)

PC-A14



I-405 Improvement Project

Public Hearing

Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ENRIQUE ALVARADO





Organization: _____

Address(Optional): _____


Phone Number: _____ Email address: _____

Comments: I would like to see more express lanes in carpooling activities and less time in traffic

(Space for comments continued on reverse)

PC-A15

 **I-405 Improvement Project**
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Name (First and Last): Raul Alvarez
 Organization: _____
 Address (Optional): 808 N. BAKER ST Santa Ana CA
 Phone Number: 714-631-1230 Email address: _____

Comments: It takes too much time to get home to
our families. We need to invest
money to our Bridges & Freeways to
Keep America moving.

(Space for comments continued on reverse)

PC-A16

 **I-405 Improvement Project**
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Name (First and Last): Luis Ambrosio
 Organization: _____
 Address (Optional): 146 S. Esplanade Orange CA 92667
 Phone Number: 714-381-7745 Email address: _____

Comments: Needs more work, on Freeways,
to Help traffic with more carpool lanes,

(Space for comments continued on reverse)

PC-A17

PC-A17 (continued)

From: Amy [akmmarsh@yahoo.com]
Sent: Friday, June 15, 2012 2:11 PM
To: Parsons, 405.dedcomments
Subject: 405_SEAL BEACH RETAINING WALL

Concerns/Comments re: the proposed expansion of the 405.

Any scenario that involves tearing down and moving the soundwall in Seal Beach along Almond avenue is unacceptable

- Any period of time without any part of the wall is unacceptable in our neighborhood. The noise would be completely intolerable not only from the construction, but from the freeway. Could you sleep with nothing between your home and the 405? How do you expect our children to?
- I am confident that the noise level while there is no wall violates any number of environmental issues in the study that were glossed over only looking at the final result. The final result will certainly be bad enough for us, but the rebuild is completely intolerable.
- There is absolutely no way they can build a new wall before tearing down the old (not enough room for the workers and equipment between the two structures).
- No one knows how long the wall will be down because "they haven't looked at that closely yet". That answer is completely unacceptable given how long it could potentially be down.
- There will still be a backup as you approach the 605 because LA County is not doing any expansion there. THAT BACK UP WILL FURTHER BOTTLENECK OUR EXITS AND CREATES FURTHER POLLUTION IN THE HOMES & COMMUNITIES BORDERING THE 405
- Our property values will likely decrease – almost certainly during the period where the wall is being rebuilt and it is non-existent, and even afterwards because we will lose the landscaping we currently enjoy, not all of the wall will be uniform as not all of it is moving, and because the noise and pollution will be that much closer to our homes. In addition, our exits will be bottlenecked by the narrowing of lanes at the county line so getting to and from our homes will be perceived as more challenging instead of an improvement.
- Pollution will only increase in an area that already has more than its fair share of black soot on everything.
- We will lose 1 side of parking on Almond. This may not seem like a big deal at first blush, but our street sweeping does one side of a cul de sac at a time, and several of our cul de sacs have limited to almost no curb parking. What happens when the street sweeper is coming down the side of Almond that has parking – where are those cars supposed to go? Blocks away?
- We have enjoyed that wider street now for several decades and a more narrow street will affect the safety of our children, bicyclists, roller bladers, runners, walkers, dog walkers, and the elderly who prefer to use their walkers on the road instead of the bumpy sidewalk. And that list is not all inclusive as many of our residents use Almond to access our parks.
- Measure M did not approve Alternative 2 and 3, only Alternative 1.
- The new wall will not be as good as our current one – not up to the same earthquake standards as when originally built.
- I lack faith that the builders will truly make rebuilding the wall a priority – what if something happens and we don't get our wall back for a long time or at all!
- Power outages for the entire neighborhood as power lines are relocated is unacceptable
- We are equally concerned for our neighbors in Fountain Valley who will lose jobs and revenue for the city when 4 of their businesses are uprooted. I know there is talk about relocating them, but so much of a business's success is dependent on its location – it is unlikely to be a move up for them.
- We will lose trees in Almond Park if the wall is moved at all in that area. The plan right now is to not move that part, so why do you have to move the adjacent parts???
- It seems that either Alternative 2 or 3 will create more lanes of traffic outside our neighborhood by just moving the bottleneck to the LA County/Orange County interface on the 405. The result is we'll have MORE pollution and noise in our neighborhood as the freeway clogs right at the border, and all those extra cars have nowhere to go with no other freeways expanded. The 605 northbound has never been an issue; the majority of the traffic backup is caused by the 405 north of OC, and expanding the freeway to the border not only fails to address the issue it makes the pollution worse in this area as more cars are backed up more hours of the day on the freeway. The added pollution could be significant for all of us, especially children with asthma, and elderly people with emphysema/COPD, bronchitis, or asthma.

Proposals:

- Go with Alternative 1 as approved by the voters in Measure M
- Narrow the shoulder by a few feet where necessary to avoid moving the wall at all – bridges don't have to have a 10' foot shoulder, so having small sections with smaller shoulders should be achievable without having to make changes to the soundwall.
- Start eliminating one of the General Purpose lanes early to avoid moving the wall
- Consider light rail or some other public transportation.
- Lobby the heck out of the Navy to give a few feet where needed on their side – we don't need 10 feet all the way, just occasionally
- DO WHATEVER IT TAKES NOT TO MOVE THE WALL!!!!!!!!!!!!

12

PC-A18

From: keesgal@aol.com
 Sent: Saturday, June 16, 2012 5:43 AM
 To: Parsons, 405.dedcomments
 Subject: Fwd: 405homeowner compensation

-----Original Message-----

From: keesgal <keesgal@aol.com>
 To: cbyrne <cbyrne@octa.net>
 Sent: Sat, Jun 16, 2012 5:40 am
 Subject: 405homeowner compensation

I live one street from the Fairview ramp and barely lived through the last project with the noise&truck fumes pouring into our home of 20years.the trucks stage on our street and wait to load or unload having extreamley loud diesel engines roaring alone the cigarette butts and trash from meals bags they leave and the yelling we hear nitely and many times profane words on project . the soot kept me busy washing so water bill was high,my lite bill was high cause we couldn't open windows and needed fans daily which we had to buy since we always used only window air. I was @work puffy eye from awake@nite with noise and beeping and lites in our windows from the project.My bills are low due to being conservative and relying on nature to comfort us.

Is there any compensation for us homeowners@the project sight for comfort as we are stuck in our homes with this horrid mess again?. A move or hotel is not practable since many homeowners have pets .Maybe have some paper work with a deadline date to apply for those of us who may need to be totally inconvenienced by another Fairview project. The times the electric was out several times due to trucks hitting wires and the days AA&I was out due to hitting controls under ground that took 2 days to repair leaving us no phone and online and att&t trucks all over the street not knowing how to repair problem.

thank you for your time.
 Lin Anderson 3129 Van Buren,Costa Mesa,92626

PC-A19



I-405 Improvement Project Public Hearing

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| | |
|---|--|
| Name (First and Last): <u>RAY ANGEON</u> | |
| Organization: <u>PLUMBERS LOCAL 582</u> | |
| Address (Optional): <u>2018 SARAH CT. W. GULINA</u> | |
| Phone Number: <u>626 912 4834</u> | Email address: <u>RAY.ANGEON@YAHOO.COM</u> |

Comments: WILL HELP EASE TRAFFIC TO GET HOME
AT A EARIER TIME

(Space for comments continued on reverse)



APPENDIX R1 DRAFT EIR/EIS RESPONSE TO COMMENTS

PC-A21


I am very disappointed that you don't have a light rail or rapid bus element to your plan just more and more lanes for more and more cars. I have heard your lip service to public transportation before, but nothing has come of it before and nothing will come of it now.

Erwin Anisman
eanisman@yahoo.com

I-405 IMPROVEMENT PROJECT

PC-A22

PC-A23

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| | |
|---|--|
| Name (First and Last): <u>GEORGE AALIN</u> | |
| Organization: <u>Lab Local 652</u> | |
| Address (Optional): <u>645 QUAIL DR. LAKE ELSINORE CAL.</u> | |
| Phone Number: <u>951-906-8959</u> | Email address: <u>GEORGE.AALIN@HOTMAIL.COM</u> |

Comments: WE NEED THE INTEL STRUCTURE BACK TO
THE 405 THAT HELPS FEED THIS GREAT STATE
OF S. CAL. I FEEL THAT UNION WORKERS GIVE
THE MOST TO S. CAL. WE NEED ALL THIS WORK
FOR THE FLOW OF THIS GREAT STATE

(Space for comments continued on reverse)

From: Christina Byrne [cbyrne@octa.net]
Sent: Wednesday, June 06, 2012 8:14 AM
To: Joan
Cc: Parsons, 405.dedcomments
Subject: Re: 405 fwy

Thank you for submitting your formal comment on the Draft Environmental Impact Report/Statement (EIR/S) for the I-405 Improvement Project. Please note, that a response to your comment will be included in the Final EIR/S.

Christina Byrne

On Jun 6, 2012, at 5:12 AM, "Joan" <gthumbgal@sbcglobal.net> wrote:


Christina,

Please know a lot of us do not want Alternative #3.

Sincerely,
 Joan Archibald
 714-350-2282

PC-A24

PC-A25



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| | |
|---|----------------|
| Name (First and Last): <u>Antonio Arellano</u> | |
| Organization: <u>Local 652</u> | |
| Address (Optional): <u>2111 Sedco blvd Lake Elsinore CA 92530</u> | |
| Phone Number: <u>(951) 378-4769</u> | Email address: |

Comments: I Think is a good Idea because is To many accidents & Will help The economy To get better I Think is going To create better Job For alot people I would Like To see That happened.

(Space for comments continued on reverse)



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| | |
|---|----------------|
| Name (First and Last): <u>Jose C. Arellano</u> | |
| Organization: <u>652 Local</u> | |
| Address (Optional): <u>18055 Grand Ave Lake Elsinore CA 92530</u> | |
| Phone Number: <u>951-678-5035 cell 230-7762</u> | Email address: |

Comments: Necesitamos que se amplien los Caminos porque necesitamos mas Ampliad para La gente se pueda Transportar mas facilmente y necesitamos mas Trabajo para la gente.

(Space for comments continued on reverse)

PC-A26

We need to expand the roads because we need more space so people can travel more easily and we need more jobs for the people.

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☐ Monday, June 4, 2012 – Orange Coast Community College ☒ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

| | |
|--|----------------|
| Name (First and Last): <u>Joe Arias</u> | |
| Organization: <u>Plumbers Local #78</u> | |
| Address (Optional): <u>10840 Pounds Ave. Whittier, CA 90603</u> | |
| Phone Number: <u>323-691-5510</u> | Email address: |

Comments: This will benefit the community for generations to come.

(Space for comments continued on reverse)

PC-A27

From: Kenneth Arnold [arncomp@pacbell.net]
Sent: Friday, July 13, 2012 11:59 AM
To: Moorlach, John; Adams, Audra; Nguyen, Janet; fvcrandall@yahoo.com;
fvproud@fountainvalley.org
Subject: OCTA Honor Measure M

In regards to the 405 expansion project;
Please !!!

We have already paid most of the cost of a two lane expansion of the 405 with our measure M sales tax dollars.
We do not want any of that hijacked to create toll lanes. We want the FREEway expansion we have been
promised and have been paying for.






My preference was for the alternative not offered, an additional GP lane and an additional HOV lane in each
direction.

Your votes will be remembered.

Sincerely,

Kenneth Arnold
Fountain Valley, CA

PC-A28

| | | | |
|---|---|---|---|
|  | I-405 Improvement Project Public Hearing Comment Sheet | | |
| Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012. | | | |
| Meeting Venue (please check one of the following): | | | |
| <input checked="" type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College | <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium | | |
| <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center | <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center | | |
| Name (First and Last): <u>JOE ARSENIAN</u> | | | |
| Organization: <u>SEA</u> | | | |
| Address (Optional): | | | |
| Phone Number: | Email address: <u>peomech2003@yahoo.com</u> | | |
| Comments: <u>I'm happy to be working so it doesn't</u> <u>matter to me</u> | | | |
| (Space for comments continued on reverse) | | | |
|  |  |  |  |

PC-A31

Katie Arthur, Herb Netal
400 Cabrillo St.
Costa Mesa, CA 92627

400 Cabrillo St.
Costa Mesa, CA 92627

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I-405 Improvement Project Public Hearing

Comment Sheet

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| | |
|---|--|
| Name (First and Last): <u>Robert Atzate</u> | |
| Organization: <u>Local 582</u> | |
| Address(Optional): | |
| Phone Number: <u>562-256-5965</u> | Email address: <u>ninsinla@yahoo.com</u> |

Comments:

This expansion project would be great
for our commitee and our economy

(Space for comments continued on reverse)

PC-A32



I-405 Improvement Project

Public Hearing

Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

| | |
|--|-----------------------------|
| Name (First and Last): <u>Valerie Ascencio</u> | |
| Organization: _____ | |
| Address (Optional): <u>11265-B Terra Vista, Rancho Cucamonga, CA</u> | |
| Phone Number: <u>(909) 989-0745</u> | Email address: <u>91730</u> |

Comments: travel time takes to long - too much traffic

(Space for comments continued on reverse)

PC-A33

From: Ruthie Ashton [radgreek@yahoo.com]
Sent: Friday, July 13, 2012 2:41 PM
To: Parsons, 405.dedcomments

I have a suggestion: It would show good faith, if the OCTA would be willing to install soundproof, double-paned windows as well as air purification systems in each of the homes along the 405, where they are trying to push the expansion program. A number of years ago, when Home Depot was building on Harbor and Wilson, in the College Park neighborhood, they offered this to the homes just behind them, so as to make the transaction during their building program, more suitable for the residents. I think this would be an excellent idea for OCTA to adopt.

PC-A34

-----Original Message-----

From: Jim Atkinson [mailto:fremont@fea.net]
Sent: Wednesday, June 06, 2012 7:58 PM
To: Christina Byrne; Diane; Lance Hallstone; David Stiller; The Old Salt; Director Ohlig-Hall; Shawn Dewane; Paul Shoenberger
Subject: I 405 widening project

Hello,
I live in Costa Mesa near Fairview and Baker. I am very opposed to the Option 3 presented in plans for the I 405 project. I travelled the I 405 from Costa Mesa to El Segundo every day for nearly 30 years. When the 405 was widened through most of Costa Mesa, it allowed traffic to flow easily up to the Santa Ana River. There it would come to a halt in the north bound side in the afternoons. And in the Mornings south bound traffic begins to open up near the Costa Mesa portion of the 405. What needs to happen is to remove the bottle neck that is created near Euclid and then again at Brookhurst and again at Warner. Going North the loss of the lanes in those spots creates a significant slow down or halt due to the required mergers that must take place. I believed option 1 or option 2 will address the problems on the freeways and thereby relieve some of the traffic concerns on surface streets in Costa Mesa. The traffic on surface streets is due to people trying to get around the northbound jams on the freeway. Widening the Fairview Bridge will not do anything to relieve the freeway traffic congestion. Traffic only stops in Costa Mesa due to the lanes lost in Fountain Valley and Huntington Beach. Fix that freeway flow and you will have fixed the problem. Once again, I strongly object to Option 3 of the I 405 widening plan. Thanks for your time and consideration on this matter, Jim

PC-A35

From: Jim Atkinson [fremont@fea.net]
Sent: Tuesday, July 17, 2012 8:36 PM
To: Campbell, Bill; dhansen@surfcity-hb.org; Laurena Weinert; FVProud@FountainValley.org; CityManager@anaheim.net; mayor@garden-grove.org; council@cityoflagunahiguera.org; Wendy Knowles; 2, District, Adams, Audra; Nguyen, Janet; mpulido@santa-ana.org; Elizabeth Wade; JAmante@tustinca.org; Bates, Pat; citycouncil@cityoforange.org; Diane
Subject: I 405 widening project

Hello,
 I live in Costa Mesa near Fairview and Baker. I am very opposed to the Option 3 presented in plans for the I 405 project. I traveled the I 405 from Costa Mesa to El Segundo every day for nearly 30 years. When the 405 was widened through most of Costa Mesa, it allowed traffic to flow easily up to the Santa Ana River. There it would come to a halt in the north bound side in the afternoons. And in the Mornings south bound traffic begins to open up near the Costa Mesa portion of the 405.

What needs to happen is to remove the bottle neck that is created near Euclid and then again at Brookhurst and again at Warner. Going North the loss of the lanes in those spots creates a significant slow down or halt due to the required mergers that must take place.

I believed option 1 or option 2 will address the problems on the freeways and thereby relieve some of the traffic concerns on surface streets in Costa Mesa. The traffic on surface streets is due to people trying to get around the northbound jams on the freeway. Widening the Fairview Bridge will not do anything to relieve the freeway traffic congestion. Traffic only stops in Costa Mesa due to the lanes lost in Fountain Valley and Huntington Beach. Fix that freeway flow and you will have fixed the problem.

Increasing the number of lanes by adding toll lanes or carpool lanes does little for the daily commuter. I carpoled for several years before the carpool lanes came to OC and for many more after. They were not much relief and my commute times were no shorter with carpool lanes than they were without them. In most cases, just an extra lane or two would have made much more of a difference. And the carpool entrances and exits just become bottlenecks to traffic flow.

Once again, I strongly object to Option 3 of the I 405 widening plan.
 Thanks for your time and consideration on this matter,
 Jim

PC-A36

From: Larry Aube [aube@cox.net]
Sent: Thursday, July 12, 2012 11:25 PM
To: Parsons, 405.dedcomments
Subject: Comments on the San Diego Freeway (I-405) Improvement Project DEIR/EIS

I favor Build Alternative 2: Add Two General Purpose Lanes in Each Direction. I think that it gives taxpayers the best value for our money.

Larry Aube
 Irvine, CA
 aube@cox.net

PC-A37



I-405 Improvement Project Public Hearing Comment Sheet

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| | |
|------------------------|-----------------|
| Name (First and Last): | Juan C Aule |
| Organization: | Home |
| Address (Optional): | 3572 Haterquist |
| Phone Number: | (951) 329-2816 |
| Email address: | |

Comments: I will to work

save time be my fan

(Space for comments continued on reverse)



PC-A38

PC-A38 Continued

To whom it may concern,

As a resident of College Park East and an Educator that teaches "Environmental Studies" I am opposed to the widening of the freeway (405) as well as the toll roads.

I would like to know by widening the 405 freeway in Orange County, help the LA Congestion. I feel that LA County needs to have a plan in place expanding the lanes of the 405 in Orange County will be deadlocked when they reach LA County.

Also, Almond Street in College Park East is designated a "Bus lane & evacuation and flood route. If you make it one way, how is the expansion path affected and what is the mitigation route proposed?


Lastly, I feel that the pollution would be a negative impact on the health to the residents of the area. It

would be hampered with noise and air pollution. I feel that many health issues would be felt on a long time basis. We need more independent studies from universities, professors and hospitals and other health experts to deal with this issue and give the residents some feedback.

We do not need more freeway lanes but instead alternative "mass transportation" (buses & mass regional transportation to Orange County, Riverside and Los Angeles County -

Sincerely,
Bill M. Ayman
4556 Cedar Avenue
Seal Beach CA 90740

PC-A39

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Clemente Ayala Jr
 Organization: Ironworker
 Address (Optional):
 Phone Number: Email address:

Comments: More time For Family, less traffic
Save gas money, less miles on my car. }¹

(Space for comments continued on reverse)

PC-A40

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

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Name (First and Last): Ayala
 Organization: Local 582 Plumbers & Steamfitters
 Address (Optional):
 Phone Number: Email address:

Comments: The improvements being made are a welcome
site to Southern California. The 405 freeway acts as
a gateway to LAX, always busy but much needed.
The improvements will help traffic congestion everywhere
and make landmarks more easily accessible to travelers
and tourists. }¹

(Space for comments continued on reverse)

PC-A41



I-405 Improvement Project

Public Hearing

Comment Sheet

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| | |
|---|----------------|
| Name (First and Last): <u>Alp Aydin</u> | |
| Organization: <u>LA Plumbers 582</u> | |
| Address (Optional): | |
| Phone Number: | Email address: |

Comments: _____

(Space for comments continued on reverse)

PC-A42



I-405 Improvement Project

Public Hearing

Comment Sheet

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| | |
|---|--|
| Name (First and Last): <u>FMAO AZIZ</u> | |
| Organization: | |
| Address (Optional): | |
| Phone Number: <u>626-354-1976</u> | Email address: <u>emadaziz@msn.com</u> |

Comments: THE TRAFFIC ON THE 405 FREEWAY IS HORRIBLE. I AM
SO GLAD SOMEONE FINALLY WANTS TO DO SOMETHING ABOUT IT.
PLEASE, CONTINUE WITH THIS PROJECT. ALTERNATE 3 WOULD BE
THE MOST BENEFIT, I BELIEVE.

(Space for comments continued on reverse)

RESPONSE TO PUBLIC COMMENTS (PC)-A

Response to Comment Letter PC-A1

Comment PC-A1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Caltrans and OCTA acknowledge and thank you for your sacrifices throughout construction of the WCC Project and look forward to working with you and your neighbors during the proposed construction of the Preferred Alternative. Caltrans and OCTA will be continuing and enhancing the public outreach effort for those who reside within and adjacent to the corridor and those who travel the corridor each day.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-A2

Comment PC-A2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-A3

Comentario PC-A3-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-A3

Comment PC-A3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A4

Comment PC-A4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Comment PC-A4-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Response to Comment Letter PC-A5

Comment PC-A5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-A6**Comment PC-A6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-A6-2

Please see Common Response – Preferred Alternative Identification.

Comment PC-A6-3

The concerns being expressed are directly related to the WCC Project, which should be directed to OCTA and public outreach.

Comment PC-A6-4

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-A6-5

As described in Section 2.2.5, the project would likely be constructed in phases in a manner that expedites construction and minimizes throw away and durations. As noted in your comment, construct phasing (“swarming”) is crucial because it determines the timing, location, and durations for construction activities within the project area. Final construction phasing cannot be determined until the next phase of the project. The preliminary phasing, as described in the Draft TMP (Community Impact Assessment, Appendix D), is shown graphically in Figure 2-7 on page 2-27 of the Draft EIR/EIS . The four construction stages would have some overlap between work items to be constructed in consecutive stages to accommodate the total construction schedule of approximately 54 months. Construction of interchange improvements, consisting of freeway ramp reconstruction, local arterial improvements, and overcrossing structure replacement, is envisioned to be staggered throughout the four main stages to minimize impacting two consecutive interchanges or closing two consecutive on- or off-ramps at the same time. Arterials

and overcrossing improvements that would add capacity over the existing condition are proposed in the earlier stages in efforts to ease traffic congestion during subsequent construction stages.

It should be noted that it is likely that this project will be a design-build project or will utilize another alternative delivery method, and final construction phasing could be different than what has been considered within the environmental document phase of the project.

Response to Comment Letter PC-A7

Comment PC-A7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-A8

Comment PC-A8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A9

Comment PC-A9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A10

Comment PC-A10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-A11

Comment PC-A11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Based on the recommendation of the PDT, Caltrans determined that the open forum hearing format was appropriate for this project. Open forum hearings are preferred to formal hearings, because they result in greater and more balanced input and are less likely to result in confrontational situations.

Response to Comment Letter PC-A12

Comment PC-A12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A13

Comment PC-A13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-A14

Comment PC-A14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A15

Comment PC-A15-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A16

Comment PC-A16-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A17

Comment PC-A17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-A17-2

Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-A17-3

Please see Response to Comment PC-A17-1 and Common Response – Property Values.

Comment PC-A17-4

Overall, all of the build alternatives reduce congestion (see Section 3.1.6) and result in improved local and regional air quality (see Section 3.2.6). “Black soot” referenced in the comment is

likely partially associated with vehicle emissions and DPM, as well as a multitude of other sources including entrained road dust and other particulate-producing events (e.g., fires, smog). Any vehicle-related “black soot” on the subject property is likely related more to the proximity of the location to the freeway than it is to the magnitude of the vehicles traveling within the project corridor. As described in Section 3.2.6, future MSAT (i.e., DPM) emissions and overall project emission are projected to decrease. Please see Common Responses – Air Quality and Health Risks.

Comment PC-A17-5

Please see Response to Comment PC-A17-1.

Comment PC-A17-6

Please see Common Response – Measure M Funding.

Comment PC-A17-7

The soundwall that currently exists adjacent to Almond Avenue was installed as a temporary soundwall and was anticipated to be replaced. If replaced, the new soundwall would be constructed as a permanent feature designed to meet current building standards. Please also see Response to Comment PC-A17-1.

Comment PC-A17-8

As described in Section 3.1.5, most of the utility lines within the study area would be avoided during construction; however, each build alternative would require replacement and/or relocation of some water, sewer, gas, electrical, and telecommunications lines within the project ROW limits. Temporary outages are necessary to switch over from existing to relocated utilities and are anticipated to be on the order of minutes up to hours. Affected areas would be notified well in advance of all planned outages. Utility relocations are considered routine and are not anticipated to result in any long-term or permanent disruptions in service as a result of relocation or replacement of utilities. See Common Response – Relocating Utilities Underground.

Comment PC-A17-9

The build alternatives would all require full acquisition of the properties where Sports Authority, Days Inn, and Fountain Valley Skating Center are located, along with partial acquisition of the property where Boomers is located, on the south side of I-405 between Magnolia Street and Warner Avenue, as discussed in Section 3.1.4.2.3 of the Draft EIR/EIS. OCTA and Caltrans have developed design options for all of the alternatives that would remove the braided ramps between Warner Avenue and Magnolia Street on the north and/or south sides of I-405. If the design option for removal of the ramps on the south side of I-405 is incorporated into the Preferred

Alternative, no acquisition or relocation of any of these properties would be required. Please see Common Response – Impacts to Businesses.

Comment PC-A17-10

Please see Response to Comment PC-A17-1.

Comment PC-A17-11

Please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line. In regard to air and noise pollution, please see Common Responses – Noise/Noise Analysis, Air Quality, and Health Risks.

Comment PC-A17-12

Where feasible, Caltrans/OCTA have made revisions to the project alternatives in response to issues identified by the public, including Almond Avenue soundwall (please see Response to Comment PC-A1-1), Fairview Bridge (please see Response to Comment PC-A4-2), and acquisition of businesses near the intersection of I-405 and Warner Avenue within Fountain Valley (please see Response to Comment PC-A17-9). However, incorporation of alternatives such as LRT and BRT are not viable alternatives at this time. Please see Response to Comment PC-A4-1 and Common Response – Elimination of LRT and BRT Alternatives. In regards to coordination with the Navy, the priority of the design team was to minimize residential impacts, including ROW. OCTA, Caltrans, and FHWA have worked extensively with the Navy to move I-405 toward and into the Navy property to avoid impacting the residential areas on the northbound side of I-405. Please see Common Response – Shifting Improvements away from Residential Properties onto NAVWPNSTA Seal Beach Property.

Response to Comment Letter PC-A18

Comment PC-A18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Response to Comment Letter PC-A19**Comment PC-A19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A20**Comment PC-A20-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Incorporation of alternatives such as LRT and BRT are not viable alternatives at this time. Please see Response to Comment PC A4-1 and Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-A21**Comment PC-A21-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A22**Comment PC-A22-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A23**Comment PC-A23-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-A24

Comment PC-A24-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Respuesta a la Carta De Comentario PC-A25

Comentario PC-A25-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-A25

Comment PC-A25-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A26

Comment PC-A26-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A27**Comment PC-A27-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-A28**Comment PC-A28-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A29**Comment PC-A29-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-A30**Comment PC-A30-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolled Express Lanes.

Response to Comment Letter PC-A31

Comment PC-A31-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A32

Comment PC-A32-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A33

Comment PC-A33-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

There are currently no plans to install double-paned windows or air purification systems to all homes along the I-405 project corridor. Measures proposed to reduce air quality and noise impacts can be found in Sections 3.2.6.4 and 3.2.7.4 of the Draft EIR/EIS, respectively.

Response to Comment Letter PC-A34

Comment PC-A34-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge the opposition to Alternative 3 in Costa Mesa. With respect to revisions to Alternative 3, please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-A34-2

Please see Response to Comment PC-A34-1.

None of the proposed build alternatives is expected to eliminate congestion on I-405 in Costa Mesa or elsewhere in the corridor; the build alternatives would reduce congestion compared to the No Build Alternative, as shown in Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13 of the Draft EIR/EIS. Additional capacity on the freeway is anticipated to shift some traffic from the arterial system onto the freeway due to the reduced congestion and the added capacity provided under the build alternatives.

None of the build alternatives propose to widen the Fairview Road Overcrossing bridge. The proposal in the Draft EIR/EIS as part of Alternative 3 was to replace the bridge to lengthen it to accommodate additional lanes and shoulders on I-405 beneath the bridge in Alternative 3. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Response to Comment Letter PC-A35**Comment PC-A35-1**

Please see Responses to Comments PC-A34-1 and PC-A34-2.

Comment PC-A35-2

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

Comment PC-A35-3

As described in Section 3.1.6 and as shown in Table 3.1.6-7 of the Draft EIR/EIS, all of the proposed alternatives would result in substantial reductions in corridor travel times in the GP and HOV lanes and for the GP and tolloed Express Lanes for Alternative 3 compared to the No Build Alternative. Alternative 3 has limited access points, also reducing the number of entrances and exits. Alternative 3 provides all users the option of trip reliability and decreased travel times and maximizes vehicle throughput; any corridor user that needs trip reliability or decreased travel

times would have the option of utilizing the express toll facility for a fee, and HOV 3+ vehicles would be able to utilize this option for a reduced fee.

Response to Comment Letter PC-A36

Comment PC-A36-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-A37

Comment PC-A37-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A38

Comment PC-A38-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-A38-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-A38-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. None of the proposed alternatives would affect Almond Avenue's status as a tsunami evacuation route. Please see Common Response – Almond Avenue Soundwall.

Comment PC-A38-4

MSATs have the greatest potential to affect the health of residents located adjacent to the project. Although the various alternatives would place travel lanes closer to some residences, it is anticipated that MSAT exposure, including DPM, would be less than existing conditions. MSAT emissions are likely lower than existing levels in the design year as a result of EPA's and California's control programs that are projected to further reduce MSAT emissions. Please see Common Response – Health Risks.

Comment PC-A38-5

Study of additional alternatives, which included other alternatives such as LRT and BRT, was evaluated as part of the MIS; however, incorporation of LRT and BRT are not viable alternatives at this time. Please see Response to Comment PC A4-1 and Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-A39**Comment PC-A39-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A40**Comment PC-A40-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-A41**Comment PC-A41-1**

No response required. No address or comment was provided.

Response to Comment Letter PC-A42**Comment PC-A42-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

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